AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA):(a) The Indian Pilots Guild (IPG) had issued a directive on 3rd March, 1992 asking their members not to undertake flights without two commanders and one first officer of flights with scheduled flight time beyond nine hours on 747 and Airbus A300 aircraft and two commanders and one first officer with scheduled flight time beyond eight hours on Airbus A310 aircraft.

(b) At a meeting held between the Management and the IPG on 6th March, 1992 before the Regional Labour Commissioner (Central), it was decided that a Committee would be constituted consisting of the representatives of Senior Management Officials and the representatives of IPG to discuss various pending issues, on or before 6th April, '92. In view of the above, the IPG agreed to keep their directive in abeyance till 8th April, '92.

Development of Spiti and Kinnour Valleys in Himachal Pradesh

2849. SHRI KRISHAN LAL SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Spiti and Kinnour valleys in Himachal Pradesh have great potential for tourist attraction;

(b) if so, the steps already taken or proposed to be taken for boosting tourism in these areas particularly to attract foreign tourists; and

(c) what is the quantum of Central aid likely to be given to the State in this regard during the current year?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) and (c) Development and promotion of tourism is primarily the responsibility of the State Governments. However, the Central Department of Tourism extends financial assistance to the State Governments on specific proposals based on their merit, availability of funds and inter-se priorities.

The State Government have not submitted any proposal to the Central Department of Tourism for development of Spiti and Kinnour Valleys.

Assessment of profit / loss of Vayudoot

2850. SHRI S.S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer of Unstarred Question 38 given in the Rajya Sabha on the 25th February, 1992 and state:

(a) what had been the objective behind the formation of Vayudoot in domestic airways service;

(b) whether Vaydoot have been expanding gradually its area of operation since its inception; and

(c) if so, the details thereof period wise?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The primary objective for the formation of Vayudoot was to connect remote and inaccessible areas including the North Eastern Region and to provide a feeder service to Indian Airlines and Air India.

(b) and (c) The number of stations in the operational network of Vayudoot since its inception is given below:—

Year	No. of stations in the operational network	Year	No. of stations in the operational network
1981-82	08	1987-88	92
1982-83	18	1988-89	98
1983-84	23	1989-90	105

Year	No. of stations in the operational network	Year	No. of stations in the operational network
1984-85	28	1990-91	48
1985-86	51	1991-92	45
1986-87	84	(March)	